Amendments to the Claims:

Claims 1, 3, 5 and 8 are amended as set forth below.

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

1. (Currently Amended) A spring arrangement comprising:

a plurality of spring and shock absorber assemblies each comprising at least one spring and one shock absorber;

each of said springs of said assemblies having first and second end positions (h_1, h_2) and being characterized by a maximum spring deflection ($\Delta h = h_2 - h_1$);

a level control unit assigned to the springs of said assemblies;

sensor means to determine the spring elevation (h_x) operatively connected to corresponding ones of said springs;

said level control unit and said sensor means coacting to determine and adjust the spring elevation (h_x) between said first and second end positions;

said shock absorbers of said assemblies having respective coefficients of friction (ρ_x);

a shock absorber control unit connected to the shock absorbers of corresponding ones of said assemblies to adjust the damping hardness given by the corresponding coefficient of friction (ρ_x); and,

the friction coefficient (ρ_x) of each one of said shock absorbers being a function of the spring elevation (h_x) measured for the spring associated therewith [[($\rho_x = f(h_x)$]] <u>($\rho_x = f(h_x)$)</u>.

2. (Original) The spring arrangement of claim 1, wherein a shock absorber characteristic line ($\rho_x = f(h_x)$) is characterized by an increase of said friction coefficient (ρ_x) in a direction toward at least one of said end positions (h_1, h_2).

3. (Currently Amended) The spring arrangement of claim 1, wherein there is a progressive increase of the damping hardness in the ~~close in~~ <u>close-in</u> region of at least one of said end positions (h_1 and/or h_2).

4. (Original) The spring arrangement of claim 1, further comprising an end-position control unit having an output coupled to the output of said shock absorber control unit.

5. (Currently Amended) The spring arrangement of claim 2, wherein said characteristic line [[(ρ_x)]] <u>($\rho_x = f(h_x)$)</u> is non-linear and is given by a support location table which is separately parameterized for a specific vehicle in accordance with pull and press steps.

6. (Original) The spring arrangement of claim 1, wherein said spring is an air spring.

7. (Original) The spring arrangement of claim 1, wherein said

shock absorber is an air shock absorber.

8. (Currently Amended) The spring arrangement of claim 7, wherein the damping hardness of said air shock absorber is ~~realized~~ accomplished by a pressure increase therein.

9. (Original) The spring arrangement of claim 8, further comprising a pressure converter for realizing the pressure adaptation in the air shock absorber.